

**WASHINGTON.**

that Wheeler has been qualified, sworn and filed his bond, which has been approved by the Court. He has reappointed present Deputies temporarily. He has tendered the Governor his resignation as a



































**Sapp's Bill as Explains  
Advantages of the  
Union Plan.**

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**The Views of "The  
Approved—The D  
the Reagan M**

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**From Our Own Correspondent**

WASHINGTON, D. C., Jan. 10.—SADD, OF IOWA, IN THE course of his conversation with THE TRIBUNE on the subject of inter-State freight, explained at length the bill he introduced to provide for a Revision. Being asked whether it was probable that such a bill could pass, he said:

"If there is a general bill to apply to all the railroads without State freight. Of course, you will say any such general law would be commerce."

"Upon what basis could it be passed?"

**FAIR AND LEGITIMATE RAILROAD PRICES?**

"My bill proceeds on the basis of the appointment of nine commissioners, or any sub-committee should have authority to make investigation into the mode of operating these roads, or of commerce between the States. The provisions of the bill, authorize those engaged in operating respect their books, and every one will help to inform them of rates of charges, and also of are exacted by these railroad of Inter-State commerce. Next that, after they have thus ascertained, they shall fix a reasonable compensation for the service. No bill which will do away with evils complained of is feasible. As a matter of course, revision would be obliged to consider the expense incurred in transporting the freight, products of the country through. I do not think an inflexible rate can be established, because we

compensation to a line of it carrying freight from Chicago would be perfectly ruinous roads, or those of many other Western country. It is not opinion, for railroad companies freight as cheaply through Chicago as from Chicago east, and it provides that these commissions inquiring into the whole shall, under all circumstances, be paid.

"Is there any reason why the country should surrender to the arbitrary power of companies to pay their dividends on capital at one five times as much as the property?"

"I think not. They are limited clearly to a reasonable and not to a hypothetical or merely general."

"What prospect is there then designed to regulate roads?"

"I think there is a great deal on the part of the publication, and I think there is action on the part of the public. A fair bill will pass the House lives with this subject. A member of Congress is applying to do something to counteract the combinations engaged in interstate. I have received letters from constituents in respect to bringing me to make every effort, bring my bill to a vote in the House. My opinion is to do whatever would be wise. Some solution merely to inquire into transferring interests ought to be done now. Other addition to this should be provided for any evils that exist."

"Is it not significant that a railway commission should be introduced by a State-right Eastern and that Republic seek to divide honors with it?"

"Oh, no. That comes from the people all over the country for something potent. The panics have consolidated in trunk lines, and they have gone into feeders. These latter railroad interests are rapidly growing lands, and there is a system of pooling their issue."

"IS THERE NOT SUFFICIENT  
THE CONSTITUTIONAL  
relative to the regulation of  
between the States for the pass  
bill?"

"There is no doubt of that  
Court of the United States.  
sidered cases at least, has hel  
no right to regulate inter-  
that commerce can be reg  
another; that they cannot in  
tax upon it; that that  
Constitution is vested  
in addition to that,  
Circuit Courts of the  
have determined that the  
Congress, and many State  
the same thing. The Supre  
own State (Iowa) decided  
in the case of the City of  
Bluffs Railroad Company, in  
that an act of the Legislatu  
Iowa authorizing this Railr  
be restrained from opera  
the State line, or beyond the  
Bluffs, was unconstitutional  
Congress alone, by the  
right to regulate inter-Stat  
that commerce by rail betw  
Congress alone, by the  
inter-State commerce."  
any intimation by any jud  
the contrary, to my knowle  
"Has not the United Stat  
in the Granger and other  
firm this principle in its br  
"It undoubtedly has; and  
by the Supreme Court has  
directly in point arose in Pen  
years ago, where the case  
on inter-State commerce  
members of the case, by title, be  
this principle very well."

"Does not the country, wit  
political lines,  
DEMAND THIS LEGISL  
"Yes. The question is no  
my sense. Democrats, li  
Greenbackers, and like urge  
should be done."

"Is it within the power of  
separate and independent  
own boundaries, to provide  
the railroad extortion of w  
complete?"

"I think not. Because the  
only to regulate railroads in  
within the limits of the St  
undoubtedly, that power in  
has been found by experience  
and, almost all cases."

to regulate such traffic have  
because of their inability to  
the public wants read  
"Are not all classes of soc  
ists and consumers alike, in  
restrictive legislation?  
Certainly so; and that is t  
can be made a public ques  
parties are interested in  
for that reason they never ca  
mericans or classes.  
"If all European countries  
necessary to legislate to contr  
corporations, there is no  
United States should reject  
None whatever. I have  
my possession could be  
that kingdom, and the fact th  
ness has been a little broad  
be a reason why they have  
in value of us."  
"Ought not Congress to ma  
lating by which  
THE RATES FOR THE TRAN  
BREAKFAST  
from Chicago to New York























